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## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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SECRET/

COUNTRY East Germany

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SUBJECT Information on the East German Railroads

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REFERENCES

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1. Planned investments for 1954 and later, including projects already started, have been worked out by the Ministry of Railroads in East Germany as follows:

Track Birkenwerder to Wustermark (Northern outer ring-Berlin)  
a total of 119,500,000 DME, of which 26,000,000 DME for 1954.

Million DME

|  |      |
|--|------|
| Bahnhof Wuhlheide  | 10   |
| Personenbahnhof Lichtenberg                                      | 6.6  |
| Wildpark - Wustermark (track)                                    | 7.7  |
| Bahnhof Frankfurt/Oder (enlargement)                             | 1.1  |
| Bahnhof Frankfurt/Oder (track, buildings and bridges)            | 5.7  |
| Belzig - Brandenburg (track)                                     | 5.8  |
| Bahnhof Ruedersdorf  | 0.8  |
| Bahnhof Velten (station + 2 tracks)                              | 12.6 |
| Bahnhof Premnitz   | 3.0  |
| Karow - Wuhlheide (double-tracking)                              | 15.0 |
| Wildpark - Michendorf (new buildings, etc)<br>(renewal of track) | 35.0 |
| Bahnhof Kuestrin (enlargement)                                   | 4.6  |
| Treuenbrietzen - Belzig (enlargement)                            | 5.7  |
| Bahnhof StalinStadt  | 45.0 |
| Bahnhof Frankfurt/Oder (change-over track)                       | 0.5  |
| Jueterbog - Grossbeeren (double-tracking)                        | 1.1  |
| Brandenburg - Brandenburg (loop - Altstadt)                      | 8.0  |
| Bahnhof Friedrichstrasse   | 1.6  |
| Bahnhof Schoenefeld (alterations)                                | 3.7  |
| Grossbeeren (loop)   | 1.0  |
| Seddin - Grossbeeren   | 0.4  |

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2. Track capacity at Frankfurt/Oder is to be increased. For 1954-1955, track capacity between the Oder Bridge and Frankfurt/Oder passenger station is to be increased (shunting track). A first sum of 260,000 DME has been allocated for this project.
3. The Ministry of Railroads Investments Department has been allotted a sum of 2,600,000 DME to cover the cost of the work of continuing the S-Bahn track from Strausberg to Strausberg-Stadt.
4. Starting on 15 March 1954, a conference took place in Moscow between officials of the Ministry of Railroads, led by Deputy Minister Erwin Kramer, and Soviet officials. The purpose of the conference was to regulate transit traffic through Poland and the accounting of costs of transportation through Poland now that reparations traffic has ceased. It is also proposed that all export traffic from Frankfurt/Oder to the USSR via Poland be forwarded by the Polish railways, thus eliminating the German brigade teams, who at present man the trains.

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